



PORT OF MANCHESTER

ANNUAL REPORT

OF THE

Medical Officer of Health

TO THE

PORT HEALTH AUTHORITY

1957





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REPORT

by the

Medical Officer of Health

to the

CHAIRMAN AND MEMBERS OF THE PORT HEALTH AUTHORITY

I have pleasure in presenting my report on the work of the Authority for the year 1957, in accordance with Article 17 (5) of the Sanitary Officers (Outside London) Regulations, 1935 and 1951.

The report is presented in the form desired by the Minister of Health, and the statistical information is arranged in the form and sequence indicated in the Ministry letter, dated 11th November, 1957, and Form Port 20.

The appointment of a student inspector at the Eastham end of the canal will assist in dealing even more strenuously with smoke pollution. The expected increased powers in the forthcoming Clean Air Regulations in relation to shipping will it is hoped enable smoke nuisance problems to be solved more easily.

It is pleasing to report that the launch has continued to run satisfactorily with the careful maintenance of the engineer.

Following receipt of a communication from the Ministry of Health in June, 1957, regarding Asian influenza, arrangements were immediately made with the Director of the Public Health Laboratory Service for investigations to be carried out as and when it was considered necessary. Arrangements were put into operation in respect of three vessels and I am indebted to the Director for his ready and willing co-operation.

The reduction in the number of vessels inspected results from staff shortage. Following the resignation of an inspector in June there was only one shipping inspector at the Manchester end of the canal for a period of two months. Another inspector commenced duty in August but just before the end of the year he also tendered his resignation.

It gives me much pleasure to record my thanks to the Chairman and members of the Authority for their support and co-operation, and the devotion of the staff during the year.

I have the honour to be,

Your obedient servant,

CHARLES METCALFE BROWN,
Medical Officer of Health.

Port Health Office,
168 Trafford Road,
Salford 5.

Members of the Port Health Authority

The membership of the Authority for the year was as follows :—

Authority represented :

Councillor B. S. LANGTON <i>(Chairman)</i>	}	County Borough of Manchester.
Alderman J. E. FITZSIMONS, J.P.		
Councillor J. BOWES succeeded in May by		
Councillor Mrs. N. BEER, O.B.E., J.P.		
Councillor J. CONWAY		
Alderman S. W. DAVIS <i>(Deputy Chairman)</i>	}	County Borough of Salford.
Alderman J. BRENTNALL, J.P. succeeded in May by		
Alderman T. C. LOFTUS		
Alderman G. H. GOULDEN, J.P.		
Alderman Miss M. C. WHITEHEAD		
Councillor Dr. A. W. DAVISON, J.P.	}	Borough of Stretford.
Alderman Mrs. E. BODDAN		Borough of Eccles. Irlam U.D.C. Urmston U.D.C.
Councillor J. HUNT		Lymm U.D.C. Runcorn R.D.C. Runcorn U.D.C. Bucklow R.D.C.
Councillor H. GRAY, J.P.	}	Warrington C.B. and R.D.C.
Alderman P. HANLEY		Borough of Widnes. Borough of Bebington. Borough of Ellesmere Port.

SECTION I: Staff changes.

TABLE A.

Name of Officer	Nature of Appointment	Date of Appointment	Qualifications	Any other Appointment held
E. J. Franklin	Port Health Inspector	Sept. 1952. resigned 2nd June, 1957.	Cert. R.S.I.	—
G. Butterworth	Port Health Inspector	6th August, 1957	Cert. R.S.I.	—
E. Redhead	Student Port Health Inspector	11th March, 1957.	—	—

Address and telephone number of the Medical Officer of Health : 168, Trafford Road, Salford 5. (TRAfford Park 1714).

Branch office : 14, Victoria Road, Runcorn. (Telephone : Runcorn 2919).

SECTION II: Amount of shipping entering the district during the year.

TABLE B.

Ships from	Number	Tonnage	Number inspected:		Number of ships reported as having, or having had during the voyage, infectious disease on board
			By the Medical Officer of Health	By the Port Health Inspectors	
Foreign ports...	2,363	6,279,359	21*	1,597	13
Coastwise	3,270	1,696,969	—	306	1
Total	5,633	7,976,328	21*	1,903	14

* Visited by Boarding Medical Officers, Liverpool Port Health Authority, in R. Mersey.
 "Foreign" excludes ports in the Irish Republic.

SECTION III.

Character of shipping and trade during the year.

TABLE C.

Passenger traffic :

Number of passengers INWARDS : 710

Number of passengers OUTWARDS : 972.

Cargo traffic :

Principal IMPORTS :

Aluminium, asbestos, beer and stout, chemicals, coal and coke, copper, cotton, flour, meal &c., foodstuffs, general cargo, grain, iron manufactured, ores, oils and petroleum, paper, phosphates, cotton waste, sand and gravel, starch, farina &c., spelter and lead, stone &c., sulphur, tanning materials, tea, timber, woodpulp and wool.

Principal EXPORTS :

Chemicals, coal and coke, cotton waste &c., creosote, foodstuffs, general cargo, glass, iron, machinery, petroleum, pitch, salt, textiles and vehicles.

Total traffic, 1956 : 18,505,062 tons.

Total traffic, 1957 : 16,838,510 tons.

PRINCIPAL PORTS FROM WHICH SHIPS ARRIVE :

Argentina	...	...	...	...	Bahia Blanca, Buenos Aires and Rosario.
Australia	...	...	...	...	Adelaide, Brisbane, Fremantle, Melbourne, Port Pirie and Sydney.
Belgium	...	...	...	...	Antwerp and Ghent.
Brazil	...	...	...	...	Porto Alegre, Rio de Janeiro, Rio Grande and Santos.
Canada	...	...	...	...	East and West Coast and Great Lakes ports.
Ceylon	...	...	...	...	Colombo.
Colombia	...	...	...	...	Mamonal and Cartagena.
Cyprus	...	...	...	...	Famagusta, Limassol and Morphou Bay.
Denmark	...	...	...	...	Copenhagen, Esbjerg, Frederikshavn and Odense.
East Africa	...	...	...	...	Beira, Lourenco Marques and Mombasa.
Egypt	...	...	...	...	Alexandria, Port Said, Port Sudan and Suez.
Eire	...	...	...	...	Arklow, Cork, Drogheda, Dublin, Dundalk, Galway, Limerick, Wexford, Wicklow and Waterford.
Finland	...	...	...	...	Abo, Helsingfors, Kotka, Lovisa and Raumo.
France	...	...	...	...	Bayonne, Bordeaux, Dunkirk, La Pallice, Le Havre, Sete, Nantes, Paris, Rouen and Treport.

Principal ports from which ships arrive—continued.

Germany	...	...	...	...	Bremen and Hamburg.
Greece	...	...	...	...	Patras, Piraeus, Salonica and Volo.
Holland	...	...	...	...	Amsterdam and Rotterdam.
Iceland	...	...	...	...	Reykjavik.
India	...	...	...	...	Bombay, Calcutta, Cochin and Vizagapatam.
Indonesia	...	...	...	...	Balik Papan and Miri.
Israel	...	...	...	...	Haifa, Jaffa and Tel-Aviv.
Iraq	...	...	...	...	Basra and Fao.
Italy	...	...	...	...	Genoa, Ponza, Messina and Trieste.
Lebanon	...	...	...	...	Beyrouth, Sidon and Tripoli.
Malaya	...	...	...	...	Singapore.
Netherlands	West Indies	...			Aruba and Curacao.
North Africa	...	...	...		Algiers, Casablanca, La Goulette and Tunis.
Norway	...	...	...	...	Arendal, Bergen, Christiansand, Drammen, Frederikstad, Larvik, Narvik, Oslo, Porsgrunn, Risør, Sarpsborg, Skien, Stavanger and Trondhjem.
Pakistan	...	...	...	...	Chittagong, Karachi and Chalna.
Persian Gulf	...	...	...	...	Kuwait, Mena al Ahmadi, Umm Said and Bahrein.
Peru	...	...	...	...	Cabo Blanco and Lobitos.
Poland	...	...	...	...	Gdansk (Danzig) and Gdynia.
Portugal	...	...	...	...	Leixoes, Lisbon and Oporto.
Russia	...	...	...	...	Archangel, Leningrad and Poti.
South Africa	...	...	...	...	Capetown, Durban, East London and Port Elizabeth.
Spain	...	...	...	...	Bilbao.
Sweden	...	...	...	...	Gefle, Gothenburg, Halmstad, Helsingborg, Hernosand, Holmsund, Lake Vener, Lulea, Norrkoping, Stockholm, Sundsvall and Uddevalla.
Syria	...	...	...	...	Lattakia
Trinidad	...	...	...	...	Port of Spain and Point Fortin.
Turkey	...	...	...	...	Iskenderun, Istanbul and Izmir.
United Kingdom	...	...	...	...	Avonmouth, Belfast, Coleraine, Douglas, Fawley, Glasgow, Larne, Liverpool, London, Londonderry, Lochaline, Par, Penmaenmawr and South Wales ports.
United States of America					Atlantic, Gulf and Pacific ports.
Uruguay	...	...	...	...	Montevideo.
Venezuela	...	...	...	...	Amuay Bay, Las Piedras, Punta Cardon, Maracaibo and Puerto la Cruz.
West Africa	...	...	...	...	Bathurst, Conakry, Dakar, Freetown, Lagos Sapele, Monrovia and Takoradi.
Yugoslavia	...	...	...	...	Rijeka.

SECTION IV : Inland barge traffic.

Numbers and tonnage using the district and places served by the traffic.

The following canals enable direct communication by water to be maintained between the Ship Canal and all the inland navigations of the country : Bridgewater, Leeds and Liverpool, Ashton, Aire and Calder, Peak Forest, Macclesfield, Weaver, Trent and Mersey and Shropshire Union.

The amount of traffic passing between the Bridgewater Canal and the Manchester Docks during 1957 totalled 141,788 tons. This traffic was carried in boats owned by the Bridgewater Department of the Manchester Ship Canal Company and in bye-traders' boats. Points of origin and destination included Preston Brook, Birmingham, Leigh and towns in the Potteries, in addition to journeys to factories and works within and near Manchester.

88 visits were made to 61 canal boats during the year, 26 of which were found to contravene the Canal Boats Regulations. 71 inspections were carried out in the main docks and a further 17 visits were made to boats lying in the Warrington—Ellesmere Port section of the Ship Canal. Outstanding contraventions were corrected on 18 of the boats inspected ; owners were promptly informed and defects usually received attention without delay. 24 complaint notes were issued during the year.

The following is a summary of the defective conditions and contraventions found. No legal proceedings have been necessary to obtain the remedy of defects :—

Registration certificate torn and dilapidated	...	1
Registration certificate not produced	.....	10
Marking indistinct or absent	.....	3
Cabin sides leaking	.....	2
Cabin in dirty condition	.....	2
Table defective	.....	2
Deck defective	.....	2
Bulkheads and overhead decks defective	.....	4
Stoves, stove pipes, etc. defective	.....	3
Cabins, etc. required painting	.....	8
Decklights and skylights defective	.....	3
Scuttle defective	.....	1
Ventilation insufficient	.....	2
No suitable water vessel on board	.....	4
Water tanks defective	.....	4
	—	
	51	

No cases of infectious illness were reported and no boats have been detained for cleansing and disinfection.

The Authority is not a registration authority.

SECTION V : Water supply

(1) Source of supply for (a) the district and (b) shipping.

(a) Piped water supplies are provided by the respective water undertakings abutting the Ship Canal.

(b) Fresh water is obtainable direct from hydrants in Manchester Docks and on the quays, wharves, etc., between Mode Wheel and Barton Locks, Partington Coal Basin, Latchford Locks, Warrington Lay-Bye, Runcorn Docks, Weston Point Docks, Stanlow Lay-Bye, Stanlow Oil Dock, Ellesmere Port, Eastham Locks, and the berths in Queen Elizabeth II Dock, Eastham.

(2) Report of tests for contamination.

30 samples of water from ships were examined with the following results :—

	Satisfactory	Unsatisfactory	Total
(a) Chemical	... ... ... 12	2	14
(b) Bacteriological	... ... ... 12	4	16

In all instances where samples have been found to be unsatisfactory, contact has been made with the owner or master to arrange for any necessary work to remedy the condition to be undertaken.

(3) Precautions taken against contamination of hydrants and hosepipes.

Hydrants and hosepipes were found to be adequately protected against contamination. Arrangements were completed by the Manchester Ship Canal Company in regard to storage of fresh water hoses at the Queen Elizabeth II Dock and each of the four berths is now equipped with a brick built storage compartment with wooden doors. Following representation to the Bowaters Mersey Paper Mills Ltd., a wooden storage compartment on a concrete base was installed for fresh water hoses on their wharf at Ellesmere Port.

The ready co-operation of the above named companies is acknowledged and appreciated.

(4) Number and sanitary condition of water boats, and powers of control by the Authority.

A tug, "M.S.C. Manchester", is still used on the tidal section of the Ship Canal for the conveyance of fresh water to dredging craft. The boat is fitted with an afterpeak tank which is cement washed twice each year and cleaned regularly. Two other tugs, the "M.S.C. Daphne" and the "M.S.C. Diana", are not used for the conveyance of water at the present time but they are available and would be so used if circumstances warranted.

The Authority has no special powers of control.

SECTION VI :

Public Health (Ships) Regulations, 1952 and 1954.

(1) List of infected areas.

Arrangements for the preparation and amendment of the list, the form of the list, the persons to whom it is supplied, and the procedure for supplying it to those persons.

A list of such areas is compiled by the Medical Officer of Health, Liverpool Port Health Authority. Copies are forwarded by post to H.M. Customs & Excise, Eastham, and also handed to the Waterguard Department and to inspectors of this Authority.

The list detailed the following ports on 1st January, 1957 :—

Rangoon, Dar es Salaam and Rio de Janeiro.

All ports in : China, Ecuador, Indo-China, India, Pakistan, Belgian Congo, Nigeria (including British Cameroons), Gold Coast and Colombia.

(2) Radio Messages. No Change.

(3) Notifications otherwise than by Radio. No Change.

(4) Mooring Stations. No Change.

(5) Arrangements for :

(a) Hospital accommodation for infectious diseases.

(b) Surveillance and follow up of contacts.

(c) Cleansing and disinfection of ships, persons, clothing and other articles.

No Change.

Maritime Declarations of Health are supplied to masters of vessels by Officers of H.M. Customs and Inspectors of this Authority. During the year 1,015 Declarations were received.

SECTION VII : Smallpox.

(1) *Names of Isolation Hospitals to which cases are sent from the district.*

- (a) Ainsworth Smallpox Isolation Hospital, Bury.
- (b) New Ferry Smallpox Hospital, Beaconsfield Road, Rock Ferry.

(2) *Arrangements for transport of such cases to hospital by ambulance, giving the name of the Authority responsible for the ambulance and the vaccinal state of the ambulance crews.*

The ambulance services of the Lancashire County Council or the Cheshire County Council, or of the County Boroughs of Liverpool, Manchester and Warrington, would be available. The vaccinal state of the ambulance personnel is controlled by the ambulance authorities, who, generally speaking, require annual re-vaccination of all persons who may be required to handle smallpox patients, suspects or contacts.

(3) *Names of smallpox consultants available.*

- Dr. C. Metcalfe Brown, Medical Officer of Health.
- Dr. D. C. Liddle, Monsall Hospital, Manchester 10.
- Dr. E. R. Peirce, Port Health Authority, Liverpool 3.
- Professor Andrew B. Semple, Hatton Garden, Liverpool 3.
- Dr. J. Yule, Town Hall, Stockport.

(4) *Facilities for laboratory diagnosis of smallpox.*

Department of Bacteriology, University of Liverpool.

SECTION VIII : Venereal disease.

Leaflets giving details as to the location, days and hours of available facilities are distributed by the inspectors when vessels are visited. The Manchester Ship Canal Company kindly allow posters to be displayed on the dock premises giving details of the seamen's dispensary and other treatment centres in the district.

The undermentioned information has been supplied by the Medical Director, St. Luke's Clinic, Manchester, in respect of seamen attending the clinic and the seamen's dispensary during the year :—

<i>Patients suffering from :</i>	<i>British seamen</i>	<i>Foreign seamen</i>
Syphilis	8	2
Gonorrhoea	35	25
Other conditions ...	181	34
	—	—
	224	61
	—	—
Penicillin injections ...	98	
Streptomycin injections ...	221	
<i>Attendances :</i>		
British seamen ...	738	
Foreign seamen ...	162	
	—	—
	900	
	—	—

SECTION IX : Cases of notifiable and other infectious diseases on ships.

TABLE D.

Category	Disease	Number of cases during the year :		Number of ships concerned
		Passengers	Crew	
Cases landed from ships from foreign ports	Dysentery	—	1	1
	Measles	—	1	1
	Tuberculosis	—	1	1
	Pneumonia	—	2	2
	Scarlet fever	—	1	1
Cases which have occurred on ships from foreign ports, but have been disposed of before arrival	Dysentery	—	2	1
	Measles	—	2	1
	Pneumonia	—	3	3
	Tuberculosis	—	1	1
	Typhoid fever	—	1	1
Case remaining on board (isolated in cabin)	Measles	1	—	1

No cases, or suspected cases, of smallpox, cholera, plague, yellow fever, typhus or relapsing fever occurred during the year.

SECTION X : Observations on the occurrence of malaria in ships.

No cases of malaria were reported during the year.

SECTION XI: Measures taken against ships infected with or suspected for plague.

No ships infected with or suspected for plague arrived during the year. In the event of such an occurrence, the measures outlined in Part I of the fourth schedule to the Public Health (Ships) Regulations, 1952, would be vigorously pursued.

SECTION XII : Measures against rodents in ships from foreign ports.

(1) Procedure for inspection of ships for rats.

Vessels from foreign ports are visited by the inspectors as soon as possible after arrival, priority being given to vessels from infected ports. All such vessels are searched by the rodent operative for dead rats or evidence of rats dying on the voyage. Daily visits are made whilst the vessels are in port, traps being set and baits laid wherever necessary. Enquiries are also made by the inspectors as to whether any dead bodies have been disposed of prior to arrival. Tankers arriving at Eastham, Stanlow and Ince from foreign ports are visited by the inspector and, whenever possible, a detailed inspection for rats is made with the assistance of the motor launch engineer. The short stay in port of these tankers renders it difficult for any specialized treatment to be given. Details of action necessary to deal with any rodent infestation are given to the Master, and if the vessel should be proceeding coastwise for overhaul or to complete discharge of cargo, the Medical Officer of Health of the next port is notified of the evidence found.

(2) Arrangements for the bacteriological or pathological examination of rodents, with special reference to rodent plague, including the number of rodents sent for examination during the year.

Specimens of rats caught are forwarded to the Public Health Laboratory Service, Monsall Hospital, Manchester, for bacteriological examination. During the year 22 rats and 31 mice were sent for examination. In addition, 116 rats caught on the dock premises by the rodent operative of the Manchester Ship Canal Company were also submitted for examination. In no instance was any evidence of plague found, but salmonella organisms were found in five rats caught on the dock premises and one mouse caught on a vessel. A request was received from the Ministry of Agriculture, Fisheries & Food, for a supply of live black rats in order that they could investigate the efficiency of new anticoagulant poisons. During the year 71 rats were forwarded to the Research Station at Tolworth. The rats were forwarded by rail in special cages and boxes supplied by the Ministry.

(3) Arrangements in the district for deratting ships, the methods used, and, if done by a commercial contractor, the name of the contractor.

Deratting of vessels prior to the issue of a Deratting Certificate has been effected by either fumigation with hydrogen cyanide or methyl bromide, or poison treatment with sodium fluoroacetate ('1080').

In all instances deratting was carried out by one of the following contractors under the supervision of the Authority's inspectors :—

Associated Fumigators (Northern) Ltd., Liverpool.
 Croftbank Chemical Co. Ltd., Oldham.
 Hivey Fumigation Co. Ltd., Liverpool.
 Irlam Insecticides, Liverpool.
 London Fumigation Co. Ltd., Manchester.
 Scientex Ltd., Birkenhead.

(4) Progress in the rat-proofing of ships.

The standard of rat-proofing observed on new vessels has continued to be highly satisfactory. The recommendations of the inspectors with regard to proofing the older type of vessel have been carried out to advantage.

TABLE E.

Rodents destroyed during the year in ships from foreign ports.

Black rats ...	...	...	...	...	...	171*
Brown rats	...	...	...	...	...	—
Mice ...	...	...	...	...	...	725*
Species not known	...	...	...	...	...	—
Sent for examination	...	...	...	...	...	18 rats 31 mice
Infected with plague	...	...	...	...	...	—

* Includes 140 rats and 637 mice destroyed by fumigation, sodium fluoroacetate and warfarin.

RODENT CONTROL.

	Foreign	Coastwise
Visits by inspectors ...	1,590	... 261
Revisits by inspectors ...	367	... 21
Visits by rodent operative ...	579	... 21
Revisits by rodent operative ...	526	... 7
Visits by motor launch engineer ...	288	... 30
Revisits by motor launch engineer ...	48	... 1
Rats killed by sodium fluoroacetate ...	39	... —
Rats killed by hydrogen cyanide ...	98	... 46
Rats killed by methyl bromide ...	3	... —
Rats killed by rodent operative ...	29	... 4
Rats killed by motor launch engineer ...	2	... —
Mice killed by hydrogen cyanide ...	630	... —
Mice killed by Warfarin ...	7	... —
Mice killed by rodent operative ...	78	... 7
Mice killed by motor launch engineer	10	... —

1,105 visits and revisits were made by the rodent operative to 579 vessels from foreign ports and 28 visits and revisits to 21 vessels from coastwise ports. 28 traps were laid on 5 vessels trading with foreign ports and further traps and/or baits were laid by the engineer on 7 vessels.

Rodent control is also important in connection with the requirements of the Prevention of Damage by Pests (Application to Shipping) Order, 1951 (see page 20).

TABLE F.

Deratting Certificates and Deratting Exemption Certificates issued during the year for ships from foreign ports.

Number of Deratting Certificates issued :		Total	Number of Deratting Exemption Certificates issued	Total Certificates issued
After fumigation with	After poisoning with			
HCN	Methyl Bromide	'1080'	Total	
14	2	5	21	299
				320

SECTION XIII : Inspection of ships for nuisances.

TABLE G.

Inspections and Notices.

Category of nuisance and number of inspections :			Notices served :		Result of serving notices
	British	Foreign	Statutory notices	Other notices	
Verminous conditions	107	140	—	Written Verbal	
Accommodation and fittings in dirty and defective condition	59	17	—	British	41 notices complied with and 13 partly complied with whilst vessels in port.
Heating, lighting and ventilation defective	63	16	—	57 195	
Insulation defective or insufficient	5	2	—	Foreign	27 notices complied with and 15 partly complied with whilst vessels in port.
Washplaces and fittings dirty and defective	35	4	—		
Drainage defective	16	5	—	38 154	
Sanitary accommodation and fittings dirty and defective	57	26	—		
Food storage and preparation spaces and fittings dirty and defective	35	9	—		
Drinking water tank and fittings dirty and defective	1	—	—		
Water system defective	19	4	—		
Offensive refuse	8	3	—		
Excess smoke emission	21	27	—		
	426	253	—	95 349	

VESSELS INSPECTED BY THE PORT HEALTH INSPECTORS.

		1957	1956	1955
Vessels entering the port	foreign ... coastwise total	2,363 3,270 5,633	2,366 2,923 5,289	2,260 2,818 5,078
Number inspected		1,903	2,161	2,077
Percentage inspected		33.78	40.85	40.90
Number reported defective	foreign and coastwise	441	474	528
Number on which defects remedied		287	363	406
Number of vessels on which were remedied defects reported prior to year of inspection	British ... Foreign ...	81 54	104 70	143 76

The work of the port health inspectors at different parts of the port is indicated by the following statement of the number of vessels inspected and the number found with defects at various places along the Canal :—

Section A (Manchester—Latchford):	Inspected	Defective
Manchester, Salford and Stretford	... 976	171
Mode Wheel Oil Wharf	... ... 15	7
Weaste	... ... ... 21	9
Brown & Polson's Wharf	... ... ... 4	1
Irwell Park Wharf and Eccles	... ... 69	32
Barton	... ... ... 27	15
Irlam	... ... ... 24	8
Partington	... ... ... 29	4
	—	—
	1,165	247
	—	—

Section B (Latchford—Eastham) :	Inspected	Defective
Warrington	... ... ... ... 5	3
Acton Grange	... ... ... ... 4	—
Widnes	... ... ... ... 7	4
Runcorn	... ... ... ... 19	2
Weston Point	... ... ... ... 23	2
Ince	... ... ... ... 16	6
Stanlow Oil Dock and Lay-Bye	... ... 174	44
Associated Ethyl Wharf	... ... ... 1	1
Stuart Wharf	... ... ... ... 1	—
Ellesmere Port	... ... ... ... 160	30
Bowater's Wharf (Ellesmere Port)	... ... 65	21
Eastham Locks and Lay-Bye	... ... ... 4	1
Queen Elizabeth II Dock, Eastham	... ... 252	80
Weston Mersey Lock	... ... ... 6	—
Northwich	... ... ... ... 1	—
	—	—
Gross totals	... ... ... 738	194
	—	—
	1,903	441
	—	—

Nationalities of the vessels inspected and the number found with defects :—

							Inspected	Defective
British	...	...	...	...	...	...	844	253
American	...	...	...	...	...	...	53	—
Belgian	...	...	...	...	...	...	5	2
Costa Rican	...	...	...	...	...	...	16	8
Danish	...	...	...	...	...	...	55	10
Dutch	...	...	...	...	...	...	302	11
Eireann	...	...	...	...	...	...	11	2
Finnish	...	...	...	...	...	...	33	—
French	...	...	...	...	...	...	18	12
German	...	...	...	...	...	...	84	4
Greek	...	...	...	...	...	...	14	7
Honduran	...	...	...	...	...	...	1	1
Italian	...	...	...	...	...	...	29	12
Japanese	...	...	...	...	...	...	2	2
Lebanese	...	...	...	...	...	...	1	1
Liberian	...	...	...	...	...	...	43	14
Norwegian	...	...	...	...	...	...	221	60
Panamanian	...	...	...	...	...	...	38	16
Polish	...	...	...	...	...	...	1	—
Russian	...	...	...	...	...	...	4	1
Spanish	...	...	...	...	...	...	2	2
Swedish	...	...	...	...	...	...	126	23
							—	—
							1,903	441
							—	—

The number of inspections made of British and Foreign vessels and the number found with defects were :—

						Inspected	Defective
British steamships and motor vessels	...	...	...	...	...	844	253
Foreign steamships and motor vessels	...	...	...	...	...	1,059	188
Totals	...	...	...	...	...	1,903	441
Re-visits	...	...	...	...	...	433	—
Gross total—visits and re-visits	...	...	...	...	...	2,336	—

In the Manchester-Latchford section there was a decrease of 297 inspections over the previous year, and in the Latchford-Eastham section an increase of 39 vessels was recorded.

Number of personnel carried on vessels inspected :—

British :

European	...	...	...	...	...	...	...	24,036
Asiatic	...	...	...	...	...	...	...	5,154
<hr/>								29,190
American	...	...	...	...	...	...	...	2,208
Belgian	...	...	...	...	...	...	...	197
Chinese	...	...	...	...	...	...	...	1,369
Costa Rican	...	...	...	...	...	...	...	385
Danish	...	...	...	...	...	...	...	1,305
Dutch	...	...	...	...	...	...	...	5,088
Eireann	...	...	...	...	...	...	...	153
Finnish	...	...	...	...	...	...	...	797
French	...	...	...	...	...	...	...	685
German	...	...	...	...	...	...	...	1,332
Greek	...	...	...	...	...	...	...	425
Honduran	...	...	...	...	...	...	...	31
Italian	...	...	...	...	...	...	...	956
Japanese	...	...	...	...	...	...	...	93
Lebanese	...	...	...	...	...	...	...	22
Liberian	...	...	...	...	...	...	...	1,695
Norwegian	...	...	...	...	...	...	...	6,588
Panamanian	...	...	...	...	...	...	...	1,354
Polish	...	...	...	...	...	...	...	29
Russian	...	...	...	...	...	...	...	191
Spanish	...	...	...	...	...	...	...	65
Swedish	...	...	...	...	...	...	...	3,077
<hr/>								57,235
<hr/>								

SECTION XIV : Public Health (Shell-fish) Regulations, 1934 and 1948.

NO CHANGE.

SECTION XV : Medical inspection of aliens. (applicable only to ports approved for the landing of aliens)

NO CHANGE.

SECTION XVI : Miscellaneous.

Arrangements for the burial on shore of persons who have died on board ship from infectious diseases.

NO CHANGE.

INSPECTION OF FOOD STORAGE WAREHOUSES.

At the Manchester Ship Canal Co. dock warehouse at Runcorn and British Waterways warehouses at Weston Point, small quantities of foodstuffs were stored. These foods mainly arrived in barges from Liverpool and Birkenhead and were stored temporarily whilst awaiting transhipment into canal boats for conveyance to inland towns. Periodic visits were made but no action was required.

PREVENTION OF DAMAGE BY PESTS (APPLICATION TO SHIPPING) ORDER, 1951.

Rodent Control Certificates issued 7

	Visits by inspectors	Visits by rodent operative	Rats killed	Mice killed
Floating grain elevators	4	7	—	—
Floating cranes	2	—	—	—
Barges	19	1	—	4
Tugs	24	—	—	—
No. 2 Elevator	—	14	3	—

Communications were sent to the owners of three rat infested barges and arrangements were made for fumigation to be carried out.

The number of rats caught or destroyed by the rodent operative employed by the Manchester Ship Canal Company showed an increase compared with 1956 ; 1,713 as against 1,456 in the previous year.

The Chief Public Health Inspectors of Ellesmere Port and Runcorn have again co-operated in effectively keeping the rodent population on property abutting the Ship Canal within their jurisdiction down to a minimum. Their continued efforts are much appreciated.

On the Manchester Ship Canal Company property at Ellesmere Port, 79 campaigns using zinc phosphide, arsenic, red squill, mafantu and warfarin were carried out. An estimated kill of 285 rats is recorded in respect of those treatments carried out involving only the use of zinc phosphide and arsenic.

It is estimated that 63 rats and 45 mice were accounted for on property of the Manchester Ship Canal Company at Runcorn. The Company's staff carry out disinfection, when necessary, in addition to visits by the rodent operative of Runcorn U.D.C.

DANGEROUS DRUGS (No. 3) REGULATION, 1923.

Three certificates were issued under this Regulation during the year to the masters of foreign vessels.

OBSERVATIONS OF THE PORT HEALTH INSPECTORS.

A considerable amount of time was spent on smoke patrol. The usual offenders, small craft and tugs, were observed on many occasions making smoke, careless firing being invariably the cause. Two old tankers regularly trading with this port were the cause of several complaints. In both cases contact with the owners resulted in work being carried out to the boilers with a satisfactory reduction in smoke emission.

Approach was made to your inspector on one British vessel by two seamen who had been refused permission by the Master to go ashore to see a doctor. The Master had prescribed treatment for one of the men suffering from a rash although he had not seen the man's condition. He admitted later that he did not know whether or not the condition was infectious. The Master originally stated that there was no sickness on board and no one requiring medical treatment. Such unreasonable action on the part of any Master could lead to an outbreak of infectious disease in the port. The facts were submitted to the owners of the vessel who took the matter up with the Master and expressed concern at this irregularity.

Watch was maintained on vessels from foreign ports which might have been carrying cases of Asian influenza. Several vessels reported having many cases at sea and outbreaks occurred on four vessels whilst in the port. In December the complete Indian crew of 62 of a British vessel contracted influenza whilst in the port. No complications were reported. The vessel had been trading out East when influenza was at its height in this country.

26 water samples were obtained from 14 vessels at the Manchester end of the canal. 14 of these samples were forwarded for chemical analysis. The results revealed that 12 were satisfactory whilst it was necessary to follow up the remaining two samples. One of these samples, which was taken following a complaint that the water tasted acidic, revealed that there was excessive lime in the water, probably caused by an excess of lime with cement being used for lining the tank. Regular flushing of the tank was recommended until the excess lime had disappeared. The other unsatisfactory sample was taken following information that the water from the drinking water tank tasted salty. Examination detected no excess salt but a brown sediment formed on standing. The possibility of a rusty deposit in the tank was considered likely and the owners of the vessel were instructed to clean and cement wash the tank. No further complaint was received when the vessel was visited on the following voyage.

12 results from the Public Health Laboratory Service came under the following classifications of bacteriological purity :—

excellent, 7 ; satisfactory, 1 ; suspicious, 1 ; unsatisfactory, 3.

Appropriate remedial action was taken.

It is regretted that no improvement was noted in the condition of rags arriving from Dublin. The flea infestations in the summer months were as frequent and severe as in previous years. Details were forwarded to the Medical Officer of Health, Dublin, for his attention.

During the year five rats caught on the dock premises were found to be infected with salmonella out of 116 rats forwarded to the Public

Health Laboratory Service for examination. Two of the 40 black rats and 3 of the 76 brown rats examined were infected—4 *Salmonella typhimurium* and 1 *Salmonella enteritidis*. As in previous years no common factor of time or place was apparent. *Salmonella cubana* was discovered in a mouse from a vessel ; a further five mice from the same vessel were submitted for examination but were not found to be infected. 25 other mice and 22 black rats recovered from ships were not found to have salmonella organisms on examination.

Two vessels were fumigated with methyl bromide to comply with the requirements of the Ministry of Agriculture, Fisheries & Food for insect destruction. These vessels also required new Deratting Certificates, which were issued following completion of the fumigations.

N. M. SAMPSON.

EXTENT OF RAT INFESTATION ON BOARD TANKERS.

Nationality	Type of oil carried	Number of vessels inspected	Number of vessels found clear of infestation	Number of vessels found infested			Percentage of vessels found infested	Number of vessels showing evidence of old infestation
				Slight 1-5 rats	Moderate 6-10 rats	Heavy 11 rats or over		
British	Spirit	32	32	—	—	—	—	3
	Kerosene ...	4	3	1	—	—	25	—
	Fuel	5	5	—	—	—	—	—
	Gas	2	2	—	—	—	—	—
	Lubricating...	2	1	1	—	—	50	—
	Crude	83	82	1	—	—	1.2	5
Total		128	125	3	—	—	2.3	8
Foreign	Spirit	25	25	—	—	—	—	—
	Kerosene ...	5	5	—	—	—	—	—
	Fuel	7	7	—	—	—	—	—
	Gas	3	3	—	—	—	—	—
	Lubricating...	5	4	1	—	—	20	1
	Crude	165	158	6	1	—	4.2	4
Total		210	202	7	1	—	3.8	5
All Vessels ... Total 1957 ...		338	327	10	1	—	3.3	13

The above table gives the results of examination on 338 tankers during the year. A number of crude oil tankers also carried part cargoes of waxy oils and all these have been included under the crude oil heading to keep the table in its original form. Five further examinations were made on tankers carrying tar cargoes ; all proved negative and are not included in the table.

As in previous years the infestations were mostly slight and only one tanker showed evidence of more than 5 rats. Traps and poisons were laid on infested tankers when time allowed, but in many cases their rapid turn round precluded any action beyond advising the Master and officers. Two cases of slight mice infestation were found, one in a tanker with crude oil and the other carrying spirit.

With the inclusion of the above mentioned five tankers, the 343 oil carrying vessels examined showed an overall infested percentage of 3.2, a slight rise over the 2.7 recorded in 1956. Tankers showing old evidence decreased slightly from 4.8 per cent. to 3.8 per cent.

To supplement the table given in the 1952 Annual Report further details are given below for the past five years.

	Number of tankers inspected	Number of tankers found infested		Number of tankers showing evidence of old infestation	
		Number	Percentage	Number	Percentage
1948/52	1,119	155	13.9	90*	8.0*
1953	271	21	7.8	21	7.8
1954	259	12	4.6	14	5.4
1955	269	13	4.8	13	4.8
1956	327	8	2.4	15	4.6
1957	338	11	3.3	13	3.8
Total—10 years	2,583	220	8.5	166	6.4

* 4 years only—1948 not recorded

From the above table it will be seen that the percentages over the past four years differ very slightly and it may be assumed that on the average only about 4 per cent. of tankers visiting this country harbour rodents at the present time. Most of the infestations found to-day are slight, in many cases the odd rat or two. The number may be said to be negligible when compared to past years and is an example of the significant decrease of the ship borne rodent in recent times. One disturbing feature has been the occasional discovery of rats on newly built tankers and from the evidence available it appeared that the infestations had emanated during construction in the ship yards. Engine rooms have been particularly favoured in this respect.

The following table gives overall figures and percentages for the main types of oil over the ten years of the survey in tankers of all nationalities.

Type of oil carried	No. of vessels inspected	No. of vessels found clear of infestation	No. of vessels infested			Percentage of vessels found in- fested
			Slight 1—5 rats	Moderate 6—10 rats	Heavy over 11 rats	
Spirit	550	504	44	1	1	8.36
Kerosene	90	84	5	1	—	6.66
Fuel	479	421	48	7	3	12.11
Gas	65	60	3	1	1	7.69
Lubricating	61	54	7	—	—	11.47
Crude	1,338	1,240	94	3	1	7.32
Total—10 years 1948/57.	2,583	2,363	201	13	6	8.51

As with the table incorporated in the 1952 Annual Report, the percentages show similarity and support the original theory that rats will live on tankers irrespective of what oil cargoes are carried.

This survey has been made over a period of ten years, during which time interesting knowledge has been obtained, and it is hoped that the information has been of value to others besides myself. Although it has been decided to carry on with the survey it is not intended to submit information annually as in the past. Details and figures will, however, be collated and kept for use in future reports.

In conclusion I wish to thank Mr. R. C. Ashton, the motor launch engineer, without whose whole-hearted and valuable co-operation this survey would not have been possible.

In March, Mr. E. Redhead, was appointed as a student port health inspector to the Authority and after an initial training period at head office was transferred to the Eastham section commencing his duties in August. Since then Mr. Redhead has been under my supervision taking part in all phases of day to day ship inspections. He has proved an apt pupil and with his increasing knowledge has been of great assistance in the more adequate coverage of vessels in this area.

Motor launch "Hygeia"—based at Weston Point.

Apart from the holiday and annual overhaul periods, the launch has been kept hard at work continually during the year. A measure of this service may be gauged from the record distance travelled, a mileage of 4,584 being recorded, an increase of 401 miles over the previous highest figure in 1955. Most of this mileage has been due to the need of almost daily visits from Weston Point to Stanlow, Ellesmere Port and Eastham, with occasional visits to the Warrington section whenever possible. Minor repairs and engine replacements have been necessary on several occasions and these had been accomplished as and when time permitted.

It is a tribute to the exceptional care and pride in the work of Mr. R. C. Ashton, the launch engineer, that the launch has continued to operate satisfactorily and great credit is due for the way in which he has surmounted difficulties without delay in keeping the launch active.

SMOKE ABATEMENT.

Considerable time has been spent on this problem. In addition to warning and correcting offenders, strong emphasis has been placed on the propaganda angle, trying to convince personnel of all nationalities of the need to keep smoke emission down to a minimum.

Queen Elizabeth II Dock, Eastham.

Traffic was again heavy in this dock and showed an increase over 1956. In addition to 303 ocean going tankers, 451 oil barges and miscellaneous craft entered the dock not counting tugs used in the berthing of tankers. As in the past the Police Department of the Manchester Ship Canal Company has kindly co-operated in placing smoke notices on newly arrived tankers and were most helpful in many ways including drawing

attention to officer personnel on tankers when smoke was being emitted during the absence of the inspector. No complaints were received from the local residents but on two occasions, as far as is known, the Dock Police were contacted by telephone and they quickly took appropriate action to stop the emissions.

During the year 20 verbal notices were personally served on offending tankers alongside, 15 were complied with immediately whilst on the remaining five improvement was effected. Most of the cases were due to inefficient boiler supervision and were quickly remedied after representation to the officer in charge. In two of the worst cases the emissions were due to overloading the boilers, both tankers being over twenty years old.

In the last seven weeks of the year Mr. Redhead, student inspector, was requested to pay particular attention to smoke pollution, when his other duties allowed, and to keep details of his observations. During 129½ hours, 39 tankers were observed, both alongside and whilst manoeuvring, of which 10 emitted smoke of all densities for a total of 6.03 hours of which 2.41 hours were recorded as black, giving averages of 2.8 and 1.1 minutes per hour over the whole period. The longest period of black smoke observed was 10 minutes from an aged foreign tanker. Representations were made to guilty tankers with good effect although such action was not possible during berthing operations. A check was also kept on tugs assisting in the berthing of tankers ; 19 individual tugs were observed on 49 occasions, black smoke being emitted on 9 occasions. Every opportunity was taken to interview the Masters of these tugs and in 12 instances warning was given before even entering the dock. The success of this extra observance on tugs has been most noticeable since tug personnel became aware of the position.

In addition to the above, warnings were given to Masters and/or Engineers of 10 vessels of all types making smoke in the Eastham locks or vicinity.

The need to take joint appropriate action under the Public Health Act, 1936, as agreed by the Bebington Corporation and this Authority did not arise during 1957.

Eastham-Warrington section of the Canal.

Cargo vessels berthed at Ellesmere Port, Weston Point, Runcorn, Widnes and Acton Grange gave little cause for concern, but action was necessary in respect of 7 tankers lying at Stanlow and Ince Oil Berths. In four cases emission was stopped at once, two on foreign owned tankers were reduced, but due to defective air supply in one case (vessel proceeding to repair port for boiler overhaul) and inadequacy of boiler plant in the other (vessel over 20 years old), complete abatement was not obtained. The latter tanker (British) was observed 7 miles away but when the vessel was boarded the emission had stopped. Later, complaint was received from the Installation Manager of the Shell Refinery. On the following day further emission was observed, action taken and improvement made, but it was obvious from enquiries made that boiler trouble was being experienced and insufficient steam was available for both heating and pumping out the oil cargo. In this instance shore steam supply was utilized

to assist in the discharge and this contributed in a reduction in emission. A letter was sent to the owners of the vessel drawing their attention to the seriousness of the matter.

Vessels under way continued to contribute very largely to the smoke problem in this port. The types of craft mainly involved and the offending causes have been detailed in past reports, and to date nothing new has come to light to completely solve the problem. It is evident, however, that responsible owners have the matter very much in mind and are fully cognizant of its importance. In the absence of legislation to cover vessels under way, the present position, apart from warning offenders and writing to owners, is one of temporary stalemate. It remains to be seen whether the Clean Air Act, 1956, with its supporting regulations, due to become operative next year, will provide an opening to commence a real offensive.

G. E. STANLEY.

FOOD INSPECTION.

Public Health (Imported Food) Regulations, 1937-48.

Public Health (Preservatives, etc. in Food) Regulations, 1925-53.

Public Health (Imported Milk) Regulations, 1926.

Colouring Matter in Food Regulations, 1957.

LIST OF FOOD IMPORTS.

	From foreign ports	From coastwise ports
Grain, cereals, etc.—		
Barley...	301 bags	
Corn flakes		1,494 cartons
Cornflour	3,180 bags	78 bags
Flour	681,388 bags	28 cartons
Groats	297 bags	
Macaroni	465 cartons	
Maize	140,030 tons	
Maize grit	1,030 bags	
Potato powder	240 bags	3,074 bags
Rice	217,880 bags	1 bag
Rusks	710 packages	
Soya beans	2,300 bags	
Starch	633,697 bags	382 bags
Wheat	362,298 tons	2,300 tons
	200 bags	
Wheat germ	4,227 bags	
Yeast	144 packages	2,100 bags
Fruit, etc.—		
Apple purée		4 casks
Apples	6,368 packages	9,839 packages
Dried fruit	69,636 cartons	
Fruit pulp	1,899 casks	232 casks
Grapefruit	2,000 cartons	
Grapes	960 cases	60 barrels
Lemons	6,465 cartons	
Melons	300 cases	
Mixed peel	50 cases	
Walnuts (in brine) ...	3 casks	
Fish—		
Caviar...	12 cases	
Dried fish	102 packages	
Herrings (salted)	220 barrels	
Mackerels (in brine) ...	485 barrels	
Oysters	1 basket	
Shrimps (peeled) ...	4 barrels	

	From foreign ports	From coastwise ports
Vegetables—		
Beans	128 bags	
Carrots	719 bags	
Dehydrated vegetables ...	5,144 packages	
Garlic	51 bags	
Lentils	11 bags	
Onions	22,278 packages	
Parsley	51 barrels	
Peas	15,995 bags	
Potatoes	2,871 bags	18,876 bags
Red cabbage	20 bags	
Sauerkraut...	870 casks	
Vegetables in brine ...	2,492 casks	
Meat—		
Bacon	4,102 bales	5,755 bales
Beef (frozen)	692 crops & hinds	
Beef (salted)	1 barrel	
Briskets (frozen)	32 bags	
Hams (wrapped)	56 cartons	
Lambs (frozen)...	6,975 carcases	
Offals (frozen)	688 bags	
Ox blades (frozen)	15 bags	
Pigs' tails (salted)	10 barrels	
Pigs' tongues (frozen) ...		1 case
Pork bones (salted) ...	11 casks	
Beef sundries (frozen) ...	29 bags	
Dairy produce—		
Butter	16,037 packages	
Cheese	4,892 packages	
Cheeses	719 loose	
Eggs		995 cases
Hen egg albumen (frozen)	168 tins	
Milk powder	1,000 packages	
Whole hen egg (frozen)	6 tins	
Whole egg powder ...	351 cases	
Edible oils & fats—		
Bread improver	100 kegs	
Cooking fat	150 tins	
Groundnut oil	386 tins	
Lard	323,985 packages	532 cartons
	16,768 drums	250 drums
Margarine	101,409 cartons	60 cartons
Oleo stock	2,480 drums	
Palm kernel oil	40 cases	
Premier jus	1,644 drums	
Soya bean oil	2,735 tons	
Suet		5 cartons
Vegetable oleine	162 drums	
Whale oil	13,346 tons	

		From foreign ports	From coastwise ports
Canned goods—			
Artificial cream	...	1,900 cartons	
Corn	...	845 cartons	55 cartons
Fish	...	41,219 cartons	14,220 cartons
Fruit	...	148,383 cartons	25,029 packages
Fruit juice	...	5,500 cartons	500 cartons
Jam	...	3,000 cartons	
Marmalade	...	2,250 cartons	
Meat	...	224,682 cartons	14,168 cartons
Milk	...	5,310 cartons	
Poultry	...	21,416 cartons	2,230 cartons
Rice	...		860 cartons
Soup	...	7,110 cartons	5,049 cartons
Tomato juice	...	3,675 cartons	
Tomatoes	...	350 cartons	
Vegetables	...	32,584 packages	7,175 cartons
Bottled goods—			
Chutney	...	10,160 cartons	6 cases
Mincemeat	...	1 case	
Mustard	...	15 cartons	
Pickles	...	100 cartons	
Vegetables	...	900 packages	
Sweets, confectionery, etc.—			
Biscuits	...	418 cartons	
Butter flavour	...	2 demijohns	
Cake	...	180 cartons	
Carraway seed	...	150 bags	12 bags
Chewing gum	...	136 cartons	
Cocoa butter	...	731 packages	
Chocolate	...	18 cases	
Chocolate couverture	...		10 cartons
Confectionery	...	624 packages	26 chests
Desiccated coconut	...	420 packages	
Edible gum	...	1,842 bags	2,026 bags
Gelatine	...	200 bales	
Honey	...	187 drums	
Shelled almonds	...	100 bags	
Sweetmeats	...	40 cartons	
Wafer paper	...	21 cartons	

		From foreign ports	From coastwise ports
Miscellaneous—			
Acetic acid	705 casks		30 casks
Baking tin grease	870 packages		
Beer, stout, etc.	52,042 packages	78,071 tons	
Chutney	60 casks		7 casks
Cocoa Beans	138,000 bags		
Dextrose	2,550 bags		
Glucose (liquid)	25 drums	2 drums	
Glucose (powdered) ...	14,376 bags	800 bags	
Hops	3 bales	280 bags	
Liqueurs	1,377 packages		
Herbs and spices	89 packages	7 packages	
Medicinal salts	10 cases		
Medicinal tablets	182 cartons		
Molasses	5 drums		
Pecan nuts	2 bags		
Poppy seed	54 bags		
Rape seed	40 bags		
Sausage meal		15 bags	
Seasoning		3 cartons	
Tea	205,525 chests	112,307 chests	
Wines, spirits, etc. ...	1,717 packages		

RESULTS OF INSPECTION.

Details of food imports which have been condemned during the year :—

Articles.		Weight		
		Tons	cwts.	qrs.
Grain, cereals, etc.—				
Barley		3	3	12
Flour	72	9	1	10
Maize	23	11	3	15
Rice	6	15	3	14
Rusks				$\frac{3}{4}$
Soya beans		9	0	27
Wheat	644	12	2	8

Fruit—

Apples		2	24
Fruit pulp		6	2 0
Prunes			1 22
Raisins	2	15	1 $26\frac{1}{2}$

Vegetables—

Onions in brine		8	0	0
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Articles.	Tons	cwts.	Weight qrs.	lbs.
Meat—				
Bacon	2	1	19	
Bacon ribs	1	5	1	8
Smoked cooked pork	10	3	2	
Dairy produce—				
Cheese				17½
Edible oils & fats—				
Lard	4	3	15½	
Margarine	7	3	1½	
.				
Canned goods—				
Chicken	1	0	3½	
Duck			7½	
Fish			10	
Fruit	3	8	1	20¼
Fruit juice			1	27¾
Meat	1	3	2	2¼
Soup			1	1
Vegetables			1	11½
Bottled goods—				
Chutney	1	12	0	4
Vegetables	7	3	19	
Sweets, confectionery, etc.—				
Biscuits				16
Desiccated coconut	2		5	
Miscellaneous—				
Mango pickles			1	0
	761	0	1	14½

FOOD VOLUNTARILY SURRENDERED

Articles.	Tons	cwts.	Weight qrs.	lbs.
Ships' stores	2	11	0	26½

Approximately 98 per cent. (750 tons) of the food condemned or surrendered was utilized for animal food or commercial purposes.

LABORATORY EXAMINATIONS.

Number of samples examined by :—

(a) Analyst	... ... ... ...	41
(b) Bacteriologist	... ... ... ...	82

The following samples were forwarded to the Public Analyst, Manchester, for chemical analysis :—

Nature of sample	Object of examination	Result
Peruvian canned tuna fish	Metallic content	Satisfactory
S. African canned pilchards	ditto	ditto
Danish fish roe	Prohibited colouring	ditto
Portuguese canned sardines in olive oil	Metallic content	ditto
Portuguese canned sardines in tomato sauce and olive oil	ditto	ditto
S. African canned stringless green beans	Prohibited colouring	ditto
Dutch canned gherkins (2 samples)	Preservative	ditto
American lemons	Biphenyl & 2,4D	ditto
American lemons	Biphenyl & sodium o-phenylphenate	ditto
American lemons (2 samples)	Sodium o-phenylphenate	ditto
Cyprian lemons	Thiourea & diphenyl	ditto
S. African canned pineapple concentrate (2 samples)	Metallic content	ditto
American canned concentrated orange juice	Preservative	ditto
Czechoslovakian canned strawberries	Prohibited colouring	ditto
Dutch canned strawberries	ditto	ditto
N. Ireland canned sherry trifle	ditto	ditto
Christmas pudding	Chemical preservative	ditto
Belgian pork ribs	Identification of stain	ditto
French canned corned beef	Metallic content	ditto
American liquid glucose	SO ₂ content	ditto
Indian curry powder	Metallic content	ditto
Indian mango chutney	Preservative	ditto
Italian apples (2 samples)	Arsenical spray	ditto
Italian apples	Arsenical spray and surface metallic contamination	ditto
Italian crystallized fruits	SO ₂ & prohibited colouring	Satisfactory
American prunes	ditto	ditto
American raisins	ditto	ditto
American mixed fruits (2 samples)	Excess SO ₂ content — letters sent to consignees drawing attention to breach of Public Health (Preservatives, etc. in Food) Regulations.	
Australian mixed peel (2 samples)	ditto	
Italian tomato paste (in tubes)	Metallic content	Satisfactory

Nature of sample	Object of examination	Result
Mincemeat	Chemical preservatives	Found to contain benzoic acid — not permitted under Public Health (Preservatives, etc. in Food) Regulations. Returned export — released to manufacturers on condition that goods were again exported. Sale not allowed in this country if goods contain benzoic acid.
Italian rice (3 samples)	Fitness for human consumption	Contamination by dyestuff—unfit for human consumption — contaminated bags released for industrial purposes.
Dyestuff (phthalogen brilliant blue-copper complex)	Metallic content	Rice mentioned above contaminated by this dyestuff.

The undermentioned samples were submitted to the Public Health Laboratory Service, Monsall Hospital, Manchester, for bacteriological examination :—

Nature of sample	No. of samples	Result
Peruvian canned tuna fish	1	Satisfactory
S. African canned pilchards in tomato	1	ditto
Dutch canned mussels	2	ditto
Irish canned salmon	1	ditto
Danish canned cream	1	ditto
Norwegian canned artificial cream	2	ditto
N. Ireland canned cream	2	ditto
French canned corned beef	1	ditto
Belgian canned pork luncheon meat	1	ditto
N. Ireland canned lamb chops	1	ditto
N. Ireland canned braised steaks	1	ditto
Portuguese canned chopped pork	1	Isolated "puffy" tin—seized as unsound. Remainder of consignment satisfactory.
Swiss canned ravioli	2	Satisfactory
Danish pig's tail (salted)	1	ditto
Belgian ham (salted)	1	ditto
Belgian skinned defatted ham (salted)	1	ditto
Belgian pork ribs (salted)	3	ditto
Belgian streaky bacon filled with chopped ham	1	ditto
Czechoslovakian smoked pork	3	ditto
Italian baby macaroons	1	ditto
Dutch frozen whole hen egg	3	ditto
Dutch frozen hen egg albumen	15	ditto
Dutch whole hen egg powder	36	All samples satisfactory except one in which <i>Salmonella</i> barely isolated. The consignment from which the infected sample was taken was eventually subjected to a 100 per cent. examination at its destination.

OBSERVATIONS OF THE FOOD INSPECTORS.

The necessity for the thorough and continuous sampling of egg powder was emphasized by the isolation of a salmonella organism from an egg powder which was reputed to be bacteriologically tested before shipment and which in previous cases had been sterile. An initial 10 per cent. sample was taken from each importation of frozen and dried egg products.

The sampling of fresh fruit, particularly apples, for excess of lead and arsenic, has been carried out regularly with no untoward excess being found.

A consignment of 3,000 cases lard became mould damaged during transit. In an endeavour to save as much lard as possible each case was opened and subjected to thorough examination. It was a long and tedious business but eventually 1,897 cases were passed as sound and 1,099 cases classed as unfit for human consumption and were subsequently re-refined.

A consignment of Czechoslovakian smoked cooked pork was heavily covered by mould growths and as the importers did not wish to carry out reconditioning the consignment was seized and destroyed.

Considerable quantities of canned goods have arrived, generally in good condition, but a consignment of canned pineapple concentrate and a consignment of canned hams needed 100 per cent. examination. In consequence, 563 blown tins of pineapple concentrate and 136 blown tins of ham were seized and destroyed.

A considerable quantity of flour was condemned due to damage by water and contamination by carbon black and abrasive powders.

Approximately 420 tons of oil damaged and tainted wheat contributed considerably to the total amount condemned.

A consignment of bottled tomato chutney sustained damage during transit necessitating examination of the contents of 2,737 cartons, resulting in the loss of 4,784 x 12 oz. bottles.

Consignments of canned hams from Germany were again occasionally found to have the official certificates inside the cases and not visibly attached as required. The official certificates attached to three shipments of German premier jus, which were in process of transportation, differed in wording from the recognised type. After communication with the consignees these irregularities were rectified.

A consignment of drums of French lard arrived without official certificates. On receipt of bulk certificates from the certifying authority, these were affixed to the drums and the consignment was released.

During the year Circulars FSH/9/57 and FSH/11/57 were received from the Ministry of Agriculture, Fisheries & Food. The former notified recognition of an official certificate for meat and meat products from Hungary and revoked the official certificate for this country which was recognised on the 12th April, 1955. The second Circular revoked the official certificate for Sind, recognised on the 17th June, 1940.

The year under review saw the introduction of the Colouring Matter in Food Regulations. The Regulations, in so far as they relate to the use of colouring matter in food, revoke and re-enact with modifications the provisions of the Public Health (Preservatives, etc. in Food) Regulations, 1925-53, and the sections respecting importation into England and Wales became operative on 31st December.

Details relating to samples submitted for bacteriological examination and chemical analysis are shown on pages 32 and 33.

Examination and disposal of rejected ships' stores has been carried out on several occasions by request.

Efforts have been made to obtain more immediate attention to damaged foodstuffs on the quayside. Some improvement has been noted, which assisted considerably in protecting such foodstuffs from contamination.

Shipping inspection duties were carried out when the necessity arose.

T. BORROWS,

W. H. JENNINGS.

